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INFORMATION REPORT

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1. During the six-day period from 19 through 24 March 1951, twenty-two trains, each composed of 56 empty boxcars, passed eastward through Frankfurt/Oder. Within the same period, eleven trains pulling empty flatcars, each to the extent of 120 axles, rolled eastbound through Frankfurt/Oder. On both 23 and 24 March one empty train of open coal cars crossed the border eastbound.
2. The Reichsbahn General Offices have in preparation at present a new set of railway operational rules and regulations. The new book of rules is primarily based on requirements necessary to govern train operation on single-track right-of-way.
3. A new main office directive requires that only bituminous briquettes and coal dust be used in firing locomotives for purely civilian passenger and freight trains running within the DDR. Anthracite may be used only for military and reparations trains.
4. The Reichsbahn spring and summer timetable, which is to become effective in May, is reported to schedule all through passenger trains bound for Berlin to terminate in Schöneweide in the Soviet Sector. This will mean running trains of this class, approaching Berlin from the south and the west, over a part of the new section which is nearing completion on the outer freight ring around the southern rim of the city. Local and short haul trains are not affected.
5. The HA Bauindustrie has been ordered to have the southern rail ring completed for the World Youth Sports Meeting in August 1951.
6. In a main office memorandum, the Reichsbahn had announced that all employees who had completed two years of satisfactory service on 31 December 1950 would receive a bonus amounting to two percent of their gross annual salaries or wages on 1 March 1951. Early in April, however, the main office issued the statement that the money needed to pay these bonuses had not yet been appropriated.

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CENTRAL INTELLIGENCE AGENCY

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7. During the month of January 1951, all seven districts of RBD Berlin operated locomotives of all types for civilian uses for 24,208,000 kilometers in hauling 1,000,200,000 ton kilometers. For this these locomotives burned 7,751 tons of anthracite and 85,723 tons of lignite briquettes. During the same period, the Soviet reparations brigade locomotives operated by RBD Berlin ran 337,200 kilometers in hauling 303,800,000 ton kilometers. These latter burned 10,866 tons of anthracite and 17,542 tons of lignite briquettes. In the month of February, the figures were as follows: For civilian use, 2,238,100 kilometers hauling 934,200,000 ton kilometers and burning 9,049 tons anthracite and 75,249 tons lignite. For brigade traffic, 420,700 kilometers with 384,200,000 ton kilometers burning 13,179 tons anthracite and 20,766 tons lignite.

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